

19990111.ba v02_n377.bam.990111

>From ???@??? Tue Jan 12 03:33:45 1999
Date: Mon, 11 Jan 1999 19:30:24 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 2377
Message-Id: <19990112012021.509109C4C@devel43.theporch.com>

BOATANCHORS Digest 2377

Topics covered in this issue include:

- 1) Re: hacked ARC-5 and.....
by Kargokult@aol.com
- 2) Re: "Bug" and "Debug" terms
by Bruce Muscolino <w6toy@erols.com>
- 3) Re: "Bug" and "Debug" terms
by "Roberta J. Barmore" <rbarmore@indy.net>
- 4) Re: "Bug" and "Debug" terms
by thompson@mindspring.com
- 5) Re Lear RM402C
by philip mccooy <dgnova@erols.com>
- 6) HQ-129X Question
by Don <71333.144@compuserve.com>
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by Dan Arney <kn6di@groupone.net>
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- 9) Tube & transformer ID needed
by Chip Owens <owens@atd.ucar.edu>
- 10) Tubes! The answer is...
by William Donzelli <william@ans.net>
- 11) RCA BA-6A limiter docs?
by "Roberta J. Barmore" <rbarmore@indy.net>
- 12) Learadio
by Andre Guibert <aguibert@sympatico.ca>
- 13) Unusual Request - Cleveland area list member
by Jim Garland W8ZR <4CX250B@miavx1.acs.muohio.edu>
- 14) Re: 'bug' and 'debug' terms
by midshires@cix.co.uk (Andrew Emmerson)
- 15) Help in identifying an old VFO
by Paul Monroe <pmonroe@inwave.com>
- 16) HALLI SX-100 ANSWERS
by JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
- 17) HALLI SX-100 ANSWER
by JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
- 18) UNIQUE DUMMY LOAD

- by JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
- 19) Re: Unusual Request - Cleveland area list member
by John Dilks <oldradio@worldnet.att.net>
 - 20) CPR-46ACJ / ASB-5 Receiver for Trade
by David Stinson <arc5@ix.netcom.com>
 - 21) Re: Tube & transformer ID needed
by ail0@lehigh.edu (ARTHUR I. LARKY)
 - 22) WTB C-1218
by Mikhael Brown <mikhael_brown@hp.com>

From: Kargokult@aol.com
Message-ID: <19e0acde.3699c757@aol.com>
Date: Mon, 11 Jan 1999 04:41:43 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: hacked ARC-5 and.....
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

In a message dated 99-01-10 23:29:28 EST, basalop@gte.net writes:

> Can't remember now finding a bullet hole. Some were pretty
> chewed up. I always assumed it may have been caused by flak damage.

---were they actually torn, as would follow from war / crash damage, and not the more usual bulldozer handling at postwar scrapyards / metal dealers? if war / crash damage, and you could still make it play, i would think that would be a pretty unusual collectible and one with a lotta 'character'. 5 years ago or so, one of the aviation history magazines had a special issue with stories on found air wrecks and recoveries and such, for example the pretty much intact B-17 in the PNG jungle. one article was about a large multiengine plane which flew into a rock cloud while flying across NewGuinea mountains, and was missing for maybe 30 years + after WW2. the article had a photo of a pretty bent up BC-348 with the dial at around 6 mc/s, you could tell that from the photo, still after

that many years. the nameplate was gone, pried off for a souvenir for one of the team. i would have been very glad to have taken the whole receiver. but now its maybe 20 years aftet that photo was taken, and this location is really hard to get to, anyway.

maybe 25 years ago i met a ham fellow who told me he had a 618S Collins aircraft transceiver, he sed he took it from a crashed large airplane, i think he sed somewhere in the Olympic Peninsula of Washington state, he sed it was usable, and he did admit his acquisition was unlawful, as he took it away before the accident investigators had worked the site.

hue

Message-ID: <3699E1E8.5E73@erols.com>
Date: Mon, 11 Jan 1999 06:35:04 -0500
From: Bruce Muscolino <w6toy@erols.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: "Bug" and "Debug" terms
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Al,, and gang,

I seem to remember something about "bug" coming out of either aircraft or automotive technology. I believe I've seen an article somewhere saying it came from early aircraft. If this is so "debug" should be the flip side of it but again, I remember a story about the Navy's early COBOL efforts that used the term.

73

Date: Mon, 11 Jan 1999 07:39:21 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: "Bug" and "Debug" terms
Message-ID: <Pine.SUN.3.96.990111071521.8706A-100000@indy3>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi!

Couple of thoughts--

1. There really *was* a computer bug, but not in ENIAC (which was in an air-conditioned room; pet term for flakiness on that project was reportedly "intermittent"). Nope, it was 9 Sept 1945, in the Navy's relay-based Mark II machine at Harvard. No air-conditioning for the Mark II (yes, that *would* be the Navy!); a moth got into relay #70, panel F, causing the machine to act up and getting itself well-battered 'til a tech removed it and taped it to the lab notebook. [1]

2. "Bugs" and "buggy" are fairly old terms for "crazy;" as in Bugs Bunny and Bugsy Seigal, neither one a product of the computer age. Your transmitter acts up, why, it's buggy. Or it's got bugs in it--or perhaps

on it, in the manner of one common manifestation of the D.T.s. (We might in passing note that the term "bug" for a semi-auto Morse key was *not* originally a flattering term, either, and was often as not applied to the *user*). [2]

Therefore, it appears the term predates the reality. The Mark II notebook entry offers some evidence; below the moth cellophane-taped to the page is written, "First actual case of bug being found."

73,
--Bobbi

Footnotes:

1. "They All Laughed... From Lightbulbs to Lasers: the Fascinating Stories Behind the Great Inventions That Have Changed Our Lives" Flatow, Ira; HarperPerennial, 1992; p. 180, (photo); p 181, "The First Actual Bug."

2. Anyone who heard me on 20 or 80 last nite, thrashing International with a hapless Mac bug, can attest to the parenthetical assertion, too. Sheesh! But I had to--my rusty wrist needed a break from the straight key. (No, there are not really two dits in a 9...)

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore
FISTS #3388 * G-QRP #10001 * ARRL * RSGB * WIA
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

From: thompson@mindspring.com
Message-ID: <002b01be3d63\$2873ffe0\$acff45cf@default>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "Old Tube Radios" <boatanchors@theporch.com>
Subject: Re: "Bug" and "Debug" terms
Date: Mon, 11 Jan 1999 08:06:08 -0500

A1.

The terms bug and debug cane from Grace Hopper (as far as computers are concerned). Grace was one of the founders of COBOL (the language) and a Navy Admiral. She actually found a bug inside her computer (dead of course) and thats one explanation for the terms "bug" and debug".

Hope this sheds some light,

73 Dave K4JRB

>I somewhere got the impression that "bugs" were a common problem in
>delicate mechanical instruments such as clocks. The concept may go back

>a couple of centuries. I once repaired the timer on my wife's stove by
>removing the carcass of a small insect. Anyone have any solid
>references? I concur that "debug" is probably an electronics/computer
>age term.
>
>73, Al
>
>Kargokult@aol.com wrote:
>>
>> I was reading in the Horn of Plenty (PSARA, Seattle) a piece about
>> how the moth was trapped in the relay contacts in the Mark II computer
>> and this was the genesis of the terms "bug" and "debug".
>> "Bug" is a term i've seen in radio magazines of the 1930s, altho i
>> cannot cite a specific reference right now. next time i encounter it, i
>> sure will note. now "debug", does strike me as most likely dating to
>> the computer era, i don't think this shortened construction verb would
>> have been thought of in the 1930s. so anyway, i maintain that the
>> "bug" story is myth, created to provide a seemingly likely explanation
>> for a term already in use for a decade.
>> hue
>
>--
>Al Klase - N3FRQ
>skywaves@bw.webex.net
>Flemington, NJ 08822
>Web Page: <http://www.webex.net/~skywaves/home.htm>
>

Message-Id: <199901111314.IAA26723@smtp2.erols.com>
Date: Sat, 09 Jan 99 15:03:18 -0800
From: philip mccooy <dgnova@erols.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re Lear RM402C
Content-Transfer-Encoding: 7bit
Content-Type: text/plain; charset=us-ascii

A number of manufactures produced products like this, Hallicrafter
did one. Western Electric did too.

Private airplanes (small ones) transmitted on 3105kc and 6210kc and
listened on the tower frequency. I think 278kc. You could buy the
simplest receiver that would only cover the 200kc to 400kc aircraft
band and a simple one tube crystal controled transmitter.

I have the Sam's manual for the 402. If you want, I can send you
a copy.

I think Lear also produced the Lear line of airplanes and invented the vibrater used in car radios.

Date: Mon, 11 Jan 1999 08:54:40 -0500
From: Don <71333.144@compuserve.com>
Subject: HQ-129X Question
To: Old Tube Radios <boatanchors@theporch.com>
Cc: boatanchors <boatanchors@theporch.com>
Message-ID: <199901110858_MC2-662A-61C6@compuserve.com>
MIME-Version: 1.0
Content-Transfer-Encoding: 7bit
Content-Type: text/plain; charset=us-ascii
Content-Disposition: inline

The 129X is a good receiver for it's day. It is also about as common as water. I doubt if it's worth the effort to restore. But I hate to see these old BA's parted out anyway. If it was my radio, I'd be betwixt and between on what to do with it...

73, Don

Message-ID: <369A0519.4EC43E13@groupone.net>
Date: Mon, 11 Jan 1999 06:05:13 -0800
From: Dan Arney <kn6di@groupone.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: hacked ARC-5 and.....
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I flew out of Port Moresby Papua New Guinea for a year 79/80 and there is a B-24 in the tidewaters on final approach to Moresby, most of it is under water. We tried to get to it in my boat but the water was too shallow. We flew over a P-38 in the swamps near the coast near Rabul. Saw some WWII Japanese radio gear with a bunch more artifacts in Rabul. There also are some Aussie radios in the museum with planes/tank and other stuff in Pt. Moresby.
Hank

Message-ID: <369A1A5A.6A337401@ix.netcom.com>
Date: Mon, 11 Jan 1999 09:35:54 -0600
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0

To: Old Tube Radios <boatanchors@theporch.com>
Subject: Low-V Testing 250TH, 100TH
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I recently acquired some more 250THs and 100THs.
I've got the filaments running for 24 hours to
restore emission and to drive off long storage
gas accumulation. Have three sockets with the filament
leads connected in series and fed by 14 VDC.
I can tie the grid leads to +14 V to forward-bias
the tubes and read 12-18 MA current on a meter connected
between the plate caps and +14V. Just using the meter's
internals for a load at this stage, since I didn't
expect high current.

My question is-- Can this low-voltage data point
or a few low-voltage measurements be
extrapolated to performance at designed voltages?
I'm wondering if I could use such a simple test
to "match" pairs. I think it unlikely but
thought I'd ask if anyone has any insight on this.

If not, what is the simplest way to test these,
short of building a transmitter?

Thanks and 73,
Dave Stinson AB5S
arc5@ix.netcom.com

Message-ID: <369A235E.82C46CFB@atd.ucar.edu>
Date: Mon, 11 Jan 1999 09:14:23 -0700
From: Chip Owens <owens@atd.ucar.edu>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Tube & transformer ID needed
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hi,

At the Loveland, Colorado hamfest last Saturday I picked up several
Western Electric tubes. I'm trying to find out if these are unique WE
part numbers or if they will cross to standard tube type. They are:

396A, 403B, 416B, 412A, and 423C

Also picked up some small Stancor audio transformers. Part number

WF-30. These have 12 pins plus gnd, and are 1.5" square X 2" high.
Anyone have information on these items?

Thanks!, Chip, NW00, Boulder, Colorado

--

Chip Owens (owens@atd.ucar.edu)

Date: Mon, 11 Jan 1999 11:26:45 -0500 (EST)
From: William Donzelli <william@ans.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Tubes! The answer is...
Message-Id: <Pine.GS0.3.96.990111112500.23074C-1000000@titan.purch.ans.net>
Mime-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

...34.

It looks like the closest guess is Jack Iverson, with 33.

Why did so many people pick 37? Hmmm...

William Donzelli
william@ans.net

Date: Mon, 11 Jan 1999 11:51:00 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RCA BA-6A limiter docs?
Message-ID: <Pine.SUN.3.96.990111114819.25403A-1000000@indy2>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi!

I'm trying to find docs for an RCA BA-6A vacuum-tube audio limiter.
It's a '50s product, most likely--the 86A1 preceded it and a wild
collection of goofy stuff followed it. (RCA got a little strange about
audio processing in the 60s and beyond).

Used to have a BA-6A book, but loaned it out with the limiter and it
didn't come back!

73,
--Bobbi

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore

FISTS #3388 * G-QRP #10001 * ARRL * RSGB * WIA
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

Date: Mon, 11 Jan 1999 12:31:44 -0500 (EST)
Message-Id: <199901111731.MAA17066@smtp11.bellglobal.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Andre Guibert <aguibert@sympatico.ca>
Subject: Learadio

Bonjour to All

Found a Learadio receiver model RCB-B in my Acres of
Boatanchors.
200Kc to 6.5 Megs in three bands, tuneable or crystal,
has a 4945 Kc plug in.

Given to me by a fellow pilot who used it in ferreying
aircrafts in the 40's.

Andre
johanne

Message-Id: <v03102812b2c02e315827@[134.53.65.12]>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Mon, 11 Jan 1999 19:09:15 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Jim Garland W8ZR <4CX250B@miavx1.acs.muohio.edu>
Subject: Unusual Request - Cleveland area list member

Hi Gang,

I hope you'll forgive an off-topic request, but I've got a special favor to ask from a List member in the Cleveland area. A buddy of mine, Elmer K8ES, lives in Pepper Pike, Ohio (suburb of Cleveland) and needs some help from an experienced ham. I met him fifteen years ago, when he bought a homebrew amplifier from me (which he still uses). Elmer is ninety, and ham radio is very important to him. He particularly loves RTTY and is on the air for several hours every day.

However, the years take their toll, and Elmer is having great trouble keeping his station going. He doesn't see very well and tends to get confused easily. For instance, he told me that his Ten Tec transceiver

(which he just got back from the factory, where they couldn't find anything wrong) won't power up and is broken. Sounds to me like a simple power supply problem -- possibly a blown fuse -- and not a transceiver problem. It could probably be fixed in fifteen minutes. Elmer needs somebody in the area he can call, who will stop by occasionally to check out his station, make sure there aren't any loose connections, that the fuses aren't blown, etc. --- nothing complicated, but difficult for Elmer to take care of by himself. If a microphone connector develops an intermmittent connection, Elmer is off the air.

Elmer is off the air at the moment and very despondent; his wife, Betty, is very worried about him. I used to look after Elmer when I lived only a couple of hours away, but now I'm five hours away and can't really be of much assistance. I'm wondering if there are any Good Samaritans on the List in the Cleveland area who might help him out (or know a ham club or others who could do so)? I realize this isn't a boatanchor topic (unless you consider Elmer a boatanchor, himself. He's been a ham forever!), and I won't do this again.. Pse email or call me if you you're interested, and I'll give you more details.

Thanks and 73,

Jim Garland W8ZR
(513) 529-7040

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Mon, 11 Jan 1999 23:25 +0000 (GMT Standard Time)
From: midshires@cix.co.uk (Andrew Emmerson)
Subject: Re: 'bug' and 'debug' terms
To: Old Tube Radios <boatanchors@theporch.com>
CC: midshires@cix.co.uk
Message-Id: <memo.19990111232551.5977I@midshires.compulink.co.uk>

The expression goes back much further than some people imagine. I have an (American) telegraphist's handbook of 1905; it defines "bug in the line" as a defective circuit, so we can reasonably assume that the expression was in general use 100 years ago.

Inevitably then Grace Hopper did not invent the term 'bug' but equally she was the first to apply it to computers. It was with considerable irony when she discovered the moth and captioned it in the log book as the first computer 'bug'.

Andrew Emmerson

Message-ID: <369A8C70.D9135C80@inwave.com>
Date: Mon, 11 Jan 1999 17:42:40 -0600
From: Paul Monroe <pmonroe@inwave.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Help in identifying an old VFO
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

To the group:

At an auction a few months ago, I picked up an old VFO marked "VX101-JR". The dial looked like a National HCN, except that the pointer was metal and protected by a plastic and metal housing. The dial was marked "Electrical Mechanical Mfg. Co." A few days ago, another ham who was also at the auction sent me a folder containing the instruction manual for the rig that he had found in a box of stuff from the auction.

After replacing the filter caps, I fired the unit up on the bench and was pleasantly suprised. Everything worked, the calibration was within 300 cycles, and after a warm up of 5 minutes the drift was only 6 cycles over the next half hour.

The Electrical Mechanical Mfg. Co was located on Long Island, NY, but I have no other information about them or this VFO.

The construction is such that I am led to believe that this might have been an engineering prototype, as the holes in the chassis (black wrinkle painted steel) were obviously made with a drill, rather than punched. The former owner of the VFO had kept good care of it and it is in excellent mechanical and electrical shape.

Does anyone on the list know any more about this VFO or any other ham related products that the Electrical Mechanical Mfg. Co might have made?

73,

Paul, W9MEH

MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit
Date: Mon, 11 Jan 1999 19:29:02 -0500 (EST)
Subject: HALLI SX-100 ANSWERS
To: Old Tube Radios <boatanchors@theporch.com>
From: JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
Message-ID: <9901111929.aa11036@pcusa01.ecunet.org>

> ...someone else suggested using #12 copper wire to support going both
> directions that plate between the Var. Cap. sections.....

Yes, good idea, it works but I don't know to what extent.

> I also wonder if you got rid of that steel wire I bet that the dial
> assembly being mounted to area a long way from the tuning caps...and the
> flex in the chassis/cabinet.....bet it actually is moving the
> capacitor..... but then you would have a little slop in the knobs....

Yes, the bandspread knob & its gear-driven dial drive the bandspread v.c.
kind of far on the other side via a ss wire cord. The wire does have some
stretch to it which leads to what looks like backlash esp. on higher freqs.
Actually you get *hysteresis* in the dial mechanism, i.e. approaching same
freq from two diff directions gives a different dial reading.

(The mail dial is all gear driven from knob to dial to vari cap & so
doesn't have this particular problem.)

The problem occurs partly when there is *more* mechanical (torque)
resistance in the bandspread variable capacitor than in the other end of
the bandspread mechanism. That puts additional tension of the wire cord in
either cw or ccw direction depending on which way the dial was most
recently turned.

Part of the way to eliminate this extra tension is to reduce friction at
the bandspread vc. This vc has no endplay adjustment for its back bearing
so the only method is to carefully bend the rear of the vc frame outward,
CAREFULLY! You want to minimize friction in the bs vc so that not so much
torque is required to turn it that excess tension stretches the dial cord
unnecessarily.

The other thing to look at is the knob/dial, flywheel mechanism. It's a
sub-unit containing the main know/dial too. After removing it (not hard),
you can adjust the endplay of both bearings, this is for the knob shafts.

I set it to spin freely but without any discernable free play in the
shaft. However, you do need a certain amount of minimum friction to
produce enough torque so that the unloading of the tension of the dial cord
won't take place when you remove your hand from the bandspread knob. I.e.
the knob won't turn by itself when it's released.

Ck to make sure that all pulley & gears are parallel to each other.

The usual comments about old cruddy lube may apply althought mine had good
lube & I just added some of Radio Shack's Teflon laced-lube where
necessary.

You might also ck the end play of the main vc while you're at it.

I think this all is a lot easier to see yourself than explain! Just observe it in action, easiest to see with front panel removed.

When done right, the *mechanical* part of the tuning drive is really smooth, nice, spins easily & is stable. It of course still leaves the other mechanical instabilities.

-John Sehring (3:49 pm Mon, Jan 11, 1999 @ Custer SD USA) UCC WB2EQG
"Live long and prosper" --John 10:10b

MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit
Date: Mon, 11 Jan 1999 19:29:02 -0500 (EST)
Subject: HALLI SX-100 ANSWER
To: Old Tube Radios <boatanchors@theporch.com>
From: JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
Message-ID: <9901111929.aa11039@pcusa01.ecunet.org>

To: boatanchors@theporch.com

> I have a verry custom SX-100. It was an orphan with no knobs and no
> front panel overlay so I made a new FP out of 1/8 inch al and converted
> the RX to rack mount. I made panel braces like on all good Rack mount
> RX's and used 1/4 inch AL plate for the botom cover. I painted the FP
> grey applied dry transfer labels recesed the S-meter since the lens was
> badly faged up and clearcoated the FP. RX looks nice now and is in a
> white oak cabinet in my beadroom.

Great! That's the way to go, you've inspired me too.

> The mechanical mods helped the instability imensly but now I find that a
> lot of the stability problems come from the Band Switch. It is not the
> highest quality. I wish that I could digitize the RIG and post it
> somewhere since I think people qould find it interesting.

I had problems like this 'til using Caig De Oxit Gold on it & all other switches & VC's in it. Now, no problems at all, wish I had this stuff 20 years ago!

> > In spite of this limitation, I like my -100 very much. I put the
> -101A > product detector & SSB AGC ct. of -101A into mine, works FB. >
>
> I don't have a schematic of the SX-101 and would be interested in the

> mods that you made if you could send me some details.

It's straight out of the Halli SX-101A. Email me ur smail for a copy of it.

> > Still having problems with HF osc pulling on 10 m, QSB is enuf to pull
> AM > sigs almost out of bandpass, this radio has quite good selectivity,
> you >
> > know! I think a 6C4 buffer added between HF osc & mixer will be the
> >
> > answer.
>
> I only have a small puling on 10 meters from the AGC action. I wonder if
> your AGC mods have made the puling worse.

No, I have just switchable time constant changes to decay time of AGC, one position of switch uses stock AGC tc components so that's not it.

I use a SPDT AGC toggle swith, center off to do it without needing extra switches or holes. In one position, it adds some C & R to the AGC line (like the -101A), in the other it grounds AGC via a 100 ohm resistor (stock ct.) & in center position it does nothing, it just uses the original stock AGC line RC components.

> I get maybee 100-150 HZ shift in frequency as I change the gain or the
> signal changes the gain from agc action.

That's a lot less than I get. But even 10-20 Hz of dynamic pulling makes SSB sound silly!

-John Sehring (4:11 pm Mon, Jan 11, 1999 @ Custer SD USA) UCC WB2EQG
"Live long and prosper" --John 10:10b

MIME-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit
Date: Mon, 11 Jan 1999 19:29:02 -0500 (EST)
Subject: UNIQUE DUMMY LOAD
To: Old Tube Radios <boatanchors@theporch.com>
From: JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
Message-ID: <9901111929.aa11033@pcusa01.ecunet.org>

Here's a unique dummy load.

The resistance element is made of shiny, thin, steel-colored wire curiously laced through a mica, steel & glass support structure consisting of 6 radial mica "wings", all sealed in a evacuated clear glass bulb, 3" in

diameter.

The base is glazed white ceramic, 1" H x 1.5" dia, with 4 pins in same arrangement as a type 80 rectifier tube.

Bright red & yellow label on base says, "Ohmite Dummy Resistor, Model D-100, 70 ohms, 100 watts, Ohmite Mfg. Co., Chicago". I verified its DC resistance by measurement. Etched on top of glass bulb, "Ohmite Mfg. Co. Chicago, Dummy Antenna".

An eye-catching piece, in excellent condition.

Best offer takes it.

-John Sehring (3:29 pm Mon, Jan 11, 1999 @ Custer SD USA) UCC WB2EQG
"Live long and prosper" --John 10:10b

Message-ID: <369A9A56.1165@worldnet.att.net>
Date: Mon, 11 Jan 1999 19:41:58 -0500
From: John Dilks <oldradio@worldnet.att.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: boatanchors@theporch.com
Subject: Re: Unusual Request - Cleveland area list member
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Jim Garland W8ZR wrote:

-----snip-----

Jim,

For what it's worth, I think this is right on topic. Elmer deserves our help.

I would make one suggestion though: someone should check to see if, perhaps, the amp should be taken away due to the high voltage, etc. But only if necessary.

** Let's keep the "old" home fires burning. **

--

73' John Dilks, K2TQN

Please visit my OldRadio Museum
<http://www.eht.com/oldradio/museum>

Webmaster for the Antique Wireless Association
<http://www.ggw.org/awa> Click on "Page 2"

--and--

for the New Jersey Antique Radio Club
<http://www.eht.com/oldradio>

Message-ID: <369A8267.278A0B2D@ix.netcom.com>
Date: Mon, 11 Jan 1999 16:59:51 -0600
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: CPR-46ACJ / ASB-5 Receiver for Trade
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

For Trade:

CPR-46ACJ / ASB-5 WW-II 515 MHZ Radar receiver.
Includes the rare shock mount.
Excellent/unmodified condition.

Trade for good, clean, unmodified and
uncommon command set items.
Like items marked BOTH
"US ARMY SIGNAL CORPS" and "AIRCRAFT RADIO CORP"
or other uncommon "ARC" things.
Roller Coil, Tank Coil or Osc Coil from a T-15.

Will also trade for several *US-only* SCR-300
parts and accessories. I have the radio.
Need battery box, antenna,
canvas, straps, spares kits, etc.

Good "Spares" boxes for AN/ARC-5, SCR-274N, BC-611,
SCR-287, AN/ARC-1 through AN/ARC-8, etc.

Trade for four NOS US Boxed tubes:
6L6G 6V6G 5881

Will discuss other trades.

Many Thanks,
Dave Stinson
arc5@ix.netcom.com

Message-Id: <199901111921.0AA26050@ns5-1.CC.Lehigh.EDU>
Date: Mon, 11 Jan 1999 14:21:16 EST
From: ail0@lehigh.edu (ARTHUR I. LARKY)
Subject: Re: Tube & transformer ID needed
To: Old Tube Radios <boatanchors@theporch.com>

Chip,

The 403A's that I have are marked 6AK5; I assume that would mean the a 403B was an improved 6AK5.

Art K3HBA

>Hi,

> At the Loveland, Colorado hamfest last Saturday I picked up several
>Western Electric tubes. I'm trying to find out if these are unique WE
>part numbers or if they will cross to standard tube type. They are:

>
>396A, 403B, 416B, 412A, and 423C
>

>Chip Owens (owens@atd.ucar.edu)
>

Message-ID: <369A585C.6E5440E5@hp.com>
Date: Mon, 11 Jan 1999 12:00:29 -0800
From: Mikhael Brown <mikhael_brown@hp.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: WTB C-1218
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I am looking for a control box for the GRC-38 radio set.
This is similar to the JB-70 junction box with the exception
that it does not have the on/off push buttons for the
generator. If anyone has one for sale or trade. Let me
know.

Thanks and 73's

Mike
mikhael_brown@hp.com or
N6WIG@usa.net

End of BOATANCHORS Digest 2377
